

**REMARKS:**

THE SPECIFICATION:

The Specification has been amended to remove the use of the legal term “said.”

THE CLAIMS:

THE FIELD OF THE INVENTION:

As amended, the claims presently expressly recite the limitations of a bogie vehicle (as opposed to merely being cited in the preamble). This being said, the field of the invention is thereby clarified as being bogie-type or style supports. The following illustration of a bogie support clearly conveys its uniqueness among vehicle suspensions.<sup>1</sup>

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<sup>1</sup> The photo-illustration is of a bogie suspension utilized for agricultural equipment.

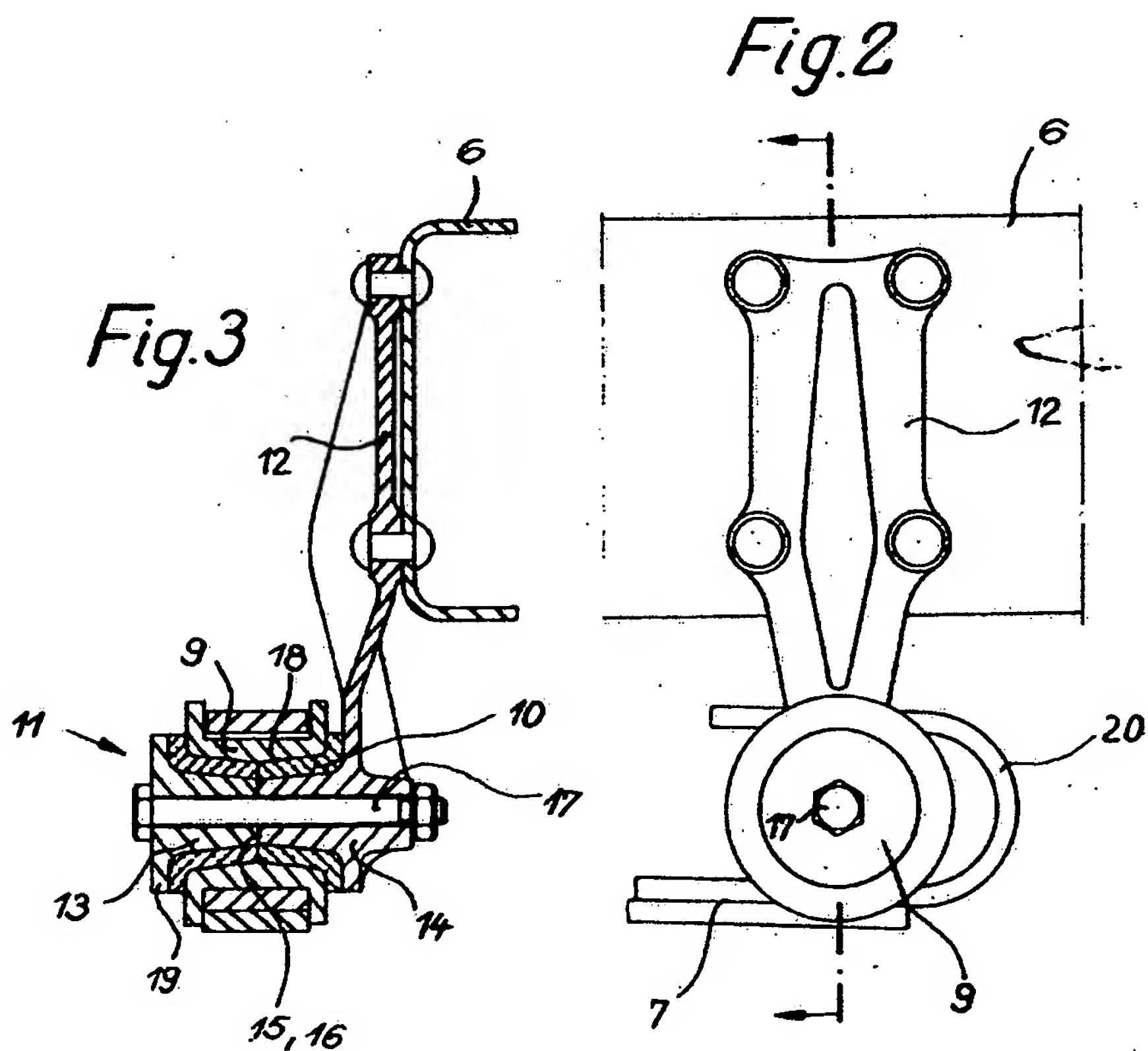
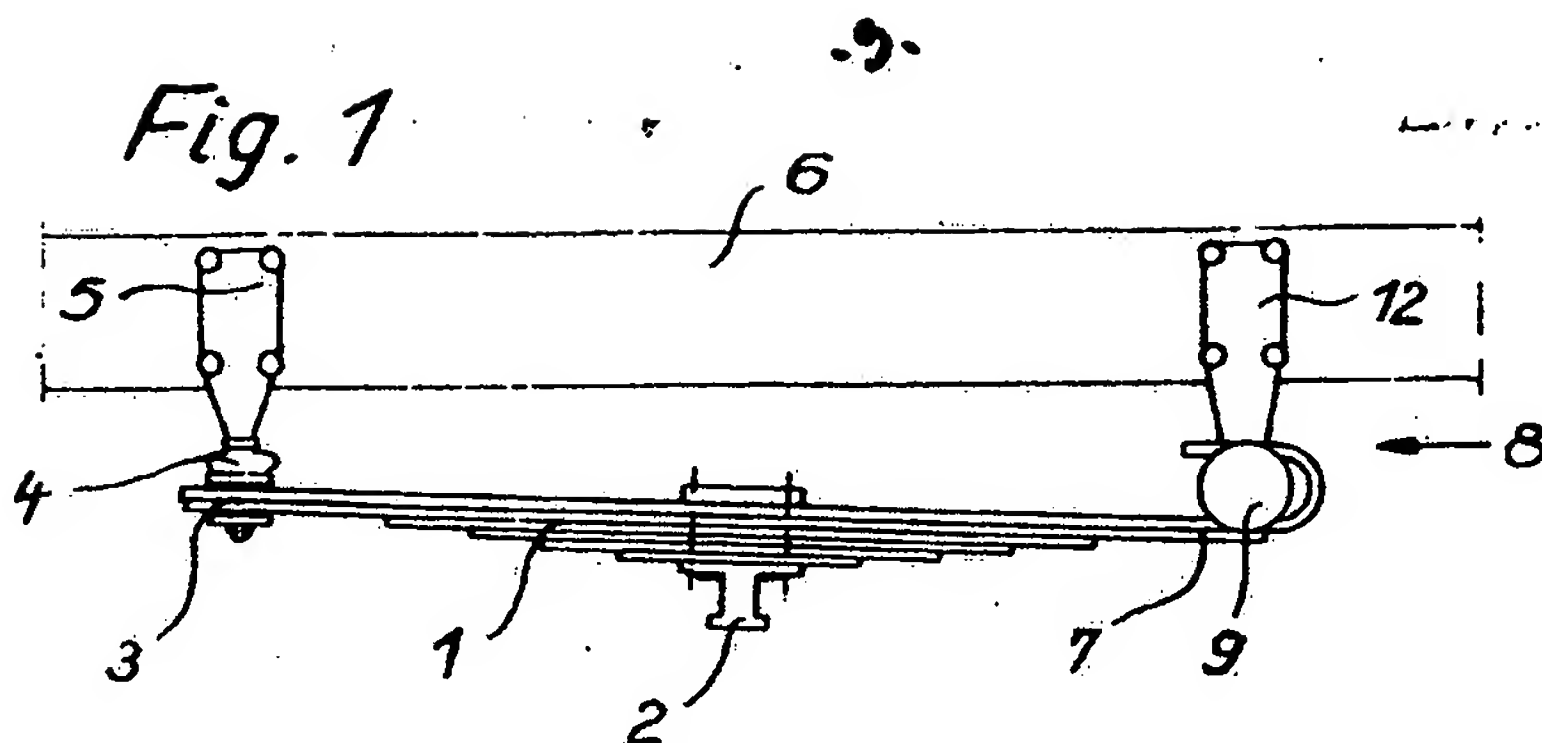
As may be appreciated from this photo-illustration, two axles are supported on a pair of "bundled" leaf-spring arrangements. Each set of bundled leaf-springs are secured near their mid-section by an assembly analogous to Applicant's claimed arrangement (1) {See especially Fig. 2 of the present application}. Though different in appearance, the top surface of each arrangement (1) constitutes a bracket (2) configured for fixed attachment to the carrying vehicle, as now claimed by Applicant.

As will be discussed in greater detail hereinbelow, the support of DT '864 which is asserted as basis for these claims' rejection is in fact an end-eye support for a leaf-spring in a conventional implementation on a vehicle. For ease in comparison, the drawings from that German Document are reproduced below. There are several important differences concerning the two types of suspensions. The German Document discloses the typical leaf spring suspension. The axle of the respective vehicle would be attached near point 2. The leaf spring suspension is attached to the frame at points 5 and 12. It should be noted that both Fig. 2 and Fig. 3 of the German Document are of the attachment point to the frame of the vehicle. As described before, the method of attachment of the leaf springs to the frame is an important distinction between the bogie type suspension and that of the traditional leaf springs system. As can be seen in the figure above the attachment point for the leaf spring system in a bogie type vehicle is in the middle of the leaf springs. Also, helpful in this regard is reference to Fig. 2 in the Application. The leaf springs are shown as 12. Thus the leaf springs are mounted so that they are suspended from the middle by the bracket 2 which is attached to the vehicle. Since there is only one attachment point on the vehicle for one side of the axles, the forces and stresses on the bearing arrangement of the Application is different than that of the German Document. There are two attachment points for the leaf spring assembly in the German Document, i.e. one at either end of the leaf spring assembly. The bracket 12 in the German Document is especially different as compared to the applicants in the way it is mounted. Spring 20 is looped over the eye end support. Even though there are some bearing surfaces present in the German Document as can be seen in Fig. 3 there is no teaching to suggest the use of such a support structure in combination with a bogie type suspension. The abundant differences between the two types of suspension prevent one of ordinary skill in the art from applying the teachings found in the German Document to that of a bogie suspension.



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2312864



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FIG. 10 APT 15.03.73 DT: 12.09.73



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**IN RESPONSE TO THE OFFICE ACTION:**

**REJECTION UNDER 35 U.S.C. § 103(a):**

Claims 1-4 and 7-13 were rejected under 35 U.S.C. §103(a) as being unpatentable over DT-2312864 (DT '864) in view of Bourgeot US 5271678 (Bourgeot '678).

As the illustrations above help to point up, the bearing arrangement of DT '864 is in fact not "for mounting the spring suspension for a leaf-spring-supported bogie on a vehicle", but instead the referenced arrangement is for fixing the end-eye of a conventional leaf-spring upon a vehicle frame. As may be further appreciated from the illustrations above, the end-eye attachment of the conventional leaf-spring of DT '864 is not suitable for use on a bogie leaf-spring as illustrated in the photograph. As explained in the background section of the present application, because of unique stresses and torques experienced in bearing supports for bogie-type vehicles, it is clear that end-eye bearing supports for a leaf-spring are not suitable. Therefore, it can not be said that there is either disclosure, suggestion or a teaching for combining a bearing arrangement for the end-eye support (DT '864) with an "articulation design necessary in the type of integrated railway train known as an "articulated train," while simplifying the coupling and uncoupling operations of adjacent two vehicles of the train. (column 7, lines 7-11 of Bourgeot '678).

In view of the above, Applicant requests that the rejection be reconsidered and withdrawn.

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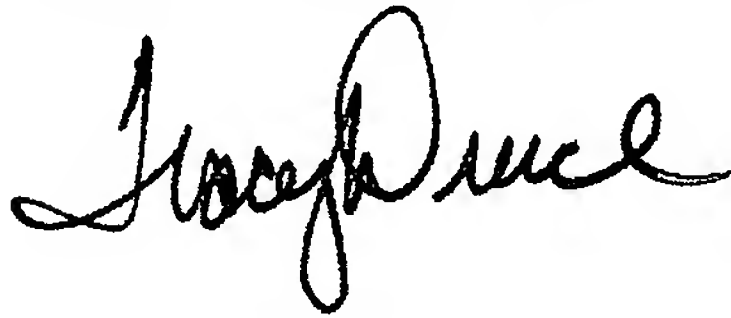
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The undersigned representative requests any extension of time that may be deemed necessary to further the prosecution of this application.

The undersigned representative authorizes the Commissioner to charge any additional fees under 37 C.F.R. 1.16 or 1.17 that may be required, or credit any overpayment, to Deposit Account No. 14-1437, Order No. 7589.188.PCUS00.

In order to facilitate the resolution of any issues or questions presented by this paper, the Examiner should directly contact the undersigned by phone to further the discussion.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Tracy Druce", written in a cursive style.

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